THE
North-China Herald.

VOL. VIII., Nº. 399. SHANGHAI, SATURDAY, MARCH 20, 1858. PRICE, TAELS 15 ℔ ANNUM.

INTIMATION.

NOTICE.

ALL Parties having Claims against, or being indebted to the Insolvent Estate of BOHSTEDT & Co. of Shanghae, are requested to send the particulars thereof to the undersigned on or before the *15th day of September*, 1858.

By Order of the Judge Commissioner,

J. F. H. TRAUTMANN,
Assignee.
12se Shanghae, 4th March, 1858.

NOTIFICATION.

Consulat de France à Changhaï et Ningpo.

Le 17 *Février* 1858.

LES créanciers de la maison BOVET BROTHERS & CIE., dont la faillite a été légalement déclarée par son représentant M. GUSTAVE BOVET à Changhaï, sont invités à déposer leurs titres et réclamations, entre les mains de M. EUGENE BUISSONNET, nommé par le Consul de S. M. I., syndic de la dite faillite.

Le Chancelier,
B. EDAN.

NOTIFICATION.

Consulat de France à Changhaï et Ningpo.

Le 18 *Février* 1858.

LES créanciers de la maison BOHSTEDT & Co., dont la faillite a été légalement déclarée par son chef M. JULIUS BOHSTEDT à Changhaï, sont invités à déposer leurs titres et réclamations, entre les mains de M. J. F. H. TRAUTMANN, nommé par le Consul de S. M. I., syndic de la dite faillite.

Le Chancelier,
B. EDAN.

NOTICES OF FIRMS.

NOTICE.

THE undersigned have formed a Partnership and Established themselves in business at Hong-kue, as HYDRAULIC and MECHANICAL ENGINEERS, SHIPWRIGHTS, BOAT BUILDERS, &c. &c.

COPPERSMITH'S and BLACKSMITH'S WORK, and BRASS CASTINGS, promptly executed.

Residence near the United States Consulate.

PINDER & CLARK.
tf Shanghai, 3d March, 1858.

NOTICE.

MR. JOHN FRANCIS CARTER is authorized to sign my name per procuration.

WM. BROUGHALL.
tf Shanghai, 1st March, 1858.

NOTICE.

THE Interest and Responsibility of Mr. ROBERT S. STURGIS, Mr. EDWARD CUNNINGHAM, and Mr. DANIEL N. SPOONER, in our House, *ceased on the 31st December last.*

Mr N. M. BECKWITH, and Mr. THOMAS WALSH, have been admitted Partners this day.

RUSSELL & Co.
tf China, 1st January, 1858.

NOTICE.

WE have this day established ourselves under the Style or Firm of PICKENPACK, THIES & Co., for the transaction of a *General Commission Business* at the Port of BANGKOK, SIAM.

All outstanding Business of either of us, will be taken over by the new Firm.

PAUL PICKENPACK,
THEODOR THIES.
26ju Bangkok, 1st January, 1858.

NOTICE.

THE interest and responsibility of Mr. FREDERICK JOHN BESLEY in our firm ceased, and Mr. HERMAN OPPERT was admitted a Partner in the same from this date. Our business henceforth will be carried on under the style of OPPERT & Co.

BESLEY, OPPERT & Co.
tf Shanghai, 1st January, 1858.

NOTICE.

MR. AUGUSTUS FIGGE is authorized to Sign the name of our firm per procuration, from this date.

OVERWEG & Co.
7ap Shanghai, 1st January, 1858.

NOTICE.

MR. WILLIAM ADAMSON and Mr. HENRY WILLIAM WOOD, are authorised to sign for the BORNEO COMPANY, Limited.

JOHN HARVEY,
Director.
tf Singapore, 2nd November, 1857.

NOTICE.

I have established myself at Shanghai as *Agent and Commission Merchant.*

J. W. LEWIS.
tf Shanghai, 11th November, 1857.

NOTICE.

WE have established a branch of our firm as *General Merchants and Commission Agents* at BANGKOK, SIAM, from the 25th of August last.

RÉMI, SCHMIDT & CIE.
2ap Shanghai, 1st October, 1857.

NOTICE.

PENDING the existing troubles at CANTON, the undersigned has established himself at this Port, as *Merchant, and General Commission Agent.*

S. ROBERTSON.
tf Macao, 21st September, 1857.

NOTICE.

THE undersigned beg to give notice that they have established a Branch of their Business, as *Watchmakers & General Storekeepers*, at Foochow foo, where the Business will be conducted by Mr. KUPFERSCHMID.

KUPFERSCHMID & DATO.
tf Shanghai, August, 25th, 1856.

NOTICES OF FIRMS.

NOTICE.

THE Business hitherto carried on by the Undersigned under the style of TRAUTMANN & Co. is hereby declared closed.

All outstanding business will be taken charge of by Messrs. HARKORT & Co.

J. F. H. TRAUTMANN.
Shanghae, 30th June, 1857.

NOTICE.

WE have removed our establishment from CANTON to SHANGHAE, and have admitted Mr. J. F. H. TRAUTMANN a Partner in our firm from this day.

HARKORT & Co.
tf Shanghae, 1st July, 1857.

~~NOTICE.~~

~~WE have established a Branch of our Firm at *Foochow.*~~

~~ISAAC M. BULL & Co.~~
~~tf Shanghai, 12th March, 1857.~~

INSURANCES.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* HONGKONG, SINGAPORE, PENANG, and BATAVIA.

TURNER & Co.
tf Shanghai, 13th February, 1857.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manila, Bombay* and *London.*

LINDSAY & Co.
Shanghae, 1855.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

(Established 1813.)

THE undersigned are prepared to accept RISKS (covered by protecting Policies at LLOYD'S and the various LONDON INSURANCE COMPANIES.) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy,* the *Straits, Ceylon,* the *Presidencies of India, Suez,* and *England.*

The interest in the protecting Policies is assigned to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, for the purpose of their becoming the Medium of Payment in the event of loss.

For RATES OF PREMIUM and other Information, apply to

R. S. WALKER, *Hongkong.*
M. FISCHER, *Canton.*
E. WARDEN, *Shanghai.*
T. MARSHALL, *Singapore.*
A. P. LOVELL, *Calcutta.*
ROBERT FRANCK, *Madras,* or
JOHN RITCHIE, *Bombay.*

JAMES HARTLEY & Co.
London, 24th December, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed AGENTS in CHINA for the above COMPANY, are prepared to accept ASSURANCE at SHANGHAE, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others.—*Rate of Premium, ¾ per cent per Annum.*

And on their Contents, *at the Rate of* 1 *per cent per Annum.*

ASSURANCES for 6 Months ¾, and for 3 Months ½, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone: or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participate in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken: any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
Shanghae, 1st August, 1850.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL TWO MILLIONS STERLING.

Trustees:

JOHN SHAW LEIGH, Esq.
JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*

THE Company is prepared to grant Policies of Insurance against FIRE on the usual terms to the extent of £10,000 on any one Building or its contents. Attention is directed to the fact that the Policies of this Company are NOT SUSPENDED in the event of invasion or insurrection.

G. C. SCHWABE & Co.,
Agents for Shanghai.
Shanghae, 10th July, 1856.

FOR SALE.

RECEIVED PER OCTOBER OVERLAND MAIL.

A CHOICE assortment of MILLINERY and WINTER GOODS; French BOOTS and SHOES; Baby LINEN, TOYS, &c., &c.

Chez. MADAME WRIGHT,
Magasin des Modes.
Barrier Road,
tf Shanghai, 16th December, 1857.

FOR SALE.

FOR SALE.

TATHAM'S Sherry.
Port.
Claret,
and Champagne.

Also a few cases of London Stout, *Bass & Co.'s* Pale Ale, and 30 doz. fine Champagne Perry.

NOTT & Co.
tf Shanghai, 11th March, 1858.

FOR SALE.

SUPERIOR CLARET in 1 doz. Cases.
HOCK ,, ,,
SAUTERNE in 2 doz. ,,
CHAMPAGNE ,, ,,
SELTZER-WATER.

Also—SHERRY and PORT WINES, in Wood and Bottled.

GEORGE THORBURN.
tf Shanghai, 17th March, 1857.

FOR SALE.

A double-cylinder PRINTING MACHINE. Apply at the Printing Office of the *London Missionary Society*, Shanghae.

27mr March 1st, 1858.

FOR SALE.

YSASI & Co.'s Best PALE SHERRY.

ALSO,

Superior PORT and SHERRY in 3 doz. Cases just received.

MONCREIFF, GROVE & Co.
tf Shanghai, 1st February, 1858.

FOR SALE.

ENGLISH patent yellow Metal SHEATHING from 16 *a* 32 oz., and NAILS.

English Copper SHEATHING from 22 *a* 32 oz., and NAILS.

ALSO,

Prime Hoth's Russian CORDAGE assorted sizes. Apply to

WM. PUSTAU & Co.
tf Shanghai, 22d January 1858.

~~FOR SALE.~~

~~FINEST G[illegible] FLOUR, just arrived per *Algonquin.* Apply [illegible]~~

~~ISAAC M. BULL & Co.~~
~~tf Shanghai, 14th January, 1858.~~

FOR SALE EX "PAMPERO."

BEST Anthracite COAL.

Apply to

WETMORE, WILLIAMS & Co.
tf Shanghai, 30th December, 1857.

FOR SALE EX "PRIDE OF THE OCEAN" AND "ABDUL MEDJID."

GIESLER'S CHAMPAGNE, in 1 doz. Cases.
Do. Pale SHERRY, in 2 doz. do.
Old PORT, ... in 3 doz. do.
Old SHERRY, ... in 3 doz. do.
La Rose CLARET, ... in 3 doz. do.

Apply to

SMITH, KENNEDY & Co.
tf Shanghae, 16th December, 1857.

FOR SALE.

BEST English Steam COAL, apply to

E. WARDEN.
tf Shanghai, 17th September, 1857.

FOR SALE.

AT the Coal Dépôt of the undersigned—Best *Labuan* and *English* COALS.

LINDSAY & Co.
Shanghae, November, 1855.

WORKS ON SALE.

At the London Mission Printing Office,
SHANGHAE.

TO be had also at the Office of the *North-China Herald*—

Medhurst's STATE and PROSPECTS of CHINA, ...	$ 2:00
FOKIEN or AMOY DICTIONARY, 1 vol. 4to., ...	10:00
CHINESE and ENGLISH DICTIONARY, 2 vols. 8vo., ...	10:00
ENGLISH and CHINESE DICTIONARY, 2 vols. 8vo., ...	10:00
ENGLISH and JAPANESE VOCABULARY, 1 vol. 8vo.	2:00
COREAN and ENGLISH VOCABULARY, 1 vol. 8vo., ...	2:00
FORMOSAN and ENGLISH VOCABULARY, 1 vol. 12mo., ...	1:00
NOTICES on CHINESE GRAMMAR, 1 vol. 8vo., ...	1:00
ANCIENT CHINA, 1 vol. 8vo., ...	2:00
THEOLOGY of the CHINESE, ...	1:50
On the true meaning of the word *SHIN*, or "SPIRIT,"	0:50
GLANCE at the INTERIOR of CHINA, ...	1:00
The Chinaman abroad, or a Desultory Account of the MALAYAN ARCHIPELAGO, by *Ong-t'hae-hae*,	0:50
On the SILK MANUFACTURE, and CULTIVATION of the MULBERRY, ...	0:75
General Description of SHANGHAE and its Environs, ...	1:00
NARRATIVE of a MISSION to the JEWS at Kae-fung Foo, ...	0:50
FAC-SIMILES of 4 ancient Hebrew Manuscripts, from the Synagogue at Kae-fung Foo, ...	1:00
NOTIONS of the CHINESE concerning GOD and SPIRITS, ...	2:00
GRAMMAR of the SHANGHAE DIALECT, ...	2:00
MEMOIRS of the Life and Labours of Dr. MORRISON, ...	3:00
CHINESE PHONETIC VOCABULARY,—1 Rupee each, or 3 copies for	1:00
MANCHU TARTAR GRAMMAR, Translated from the Chinese, ...	2:00
Thom's CHINESE SPEAKER, ...	2:00
Esop's FABLES, in Chinese and English, ...	2:00
J. Edkins' GRAMMAR of the Mandarin Colloquial Dialect of the Chinese language, ...	2:00

HOUSES & LAND.

TO BE LET.

THE Dwelling HOUSE and GODOWNS, at present occupied by Messrs. DALLAS & Co.

Apply to

SAML. BROWN.
tf Shanghai, 1st March, 1858.

FOR SALE OR RENTAL.

COMMODIOUS Business PREMISES, well situated; and in a state of thorough repair.

Apply to

C. THORNE.
tf Shanghai, 30th December, 1857.

TO LET.

FOR a term of years, COMMODIOUS BUSINESS PREMISES. Apply to

W. G. ASPINALL.
tf Shanghai, July 3d, 1857.

TO LET.

THE whole of the PREMISES in *Church Street*, occupied by the undersigned, to whom apply

ROBT. A. BRINE.
tf Shanghai, 3d June, 1857.

MISCELLANEOUS.

WANTED

A situation as Book-keeper, shipping or general Clerk, by a gentleman aged 21. Salary no object. Satisfactory references can be given.

Address G. C., *North-China Herald* Office.

tf Shanghai, 5th February, 1858.

WANTED.

A SITUATION in a Mercantile House by a young gentleman thoroughly acquainted with the routine of Office business.

Address "Co.," *North-China Herald* Office.

tf Shanghai, 16th January, 1858.

BOOK-KEEPER WANTED.

WANTED an experienced Book-keeper for a Business Firm here. None need apply unless fully qualified.

For particulars, address R. at the *North-China Herald* Office.

tf Shanghai, 8th January, 1858.

HONGKONG DISPENSARY.

A BRANCH of the above DISPENSARY is this day opened in the premises situate on the Bund adjoining Park Lane and known as the *Tuckei Hong.*

Arrangements have been made for a regular monthly overland supply of fresh and pure Medicines with the usual requisites of a Dispensary.

Prescriptions and Family Recipes prepared.

Medicine Chests supplied and refitted.

W. J. PRESTON.
tf Shanghai, 30th January, 1858.

THE SHANGHAE HOSPITAL AND DISPENSARY.

HAS been enlarged, and can accommodate PRIVATE Patients with comfort.

The terms are,

For Private Room, ... Tls. 2.0.0 a day.
,, Officers do. .... ,, 1.5.0 ,,
,, General Wards, ... ,, 1.0.0 ,,

Washing One Tael per month extra.

The Lowest charge is Seven Taels.

F. C. SIBBALD, M.D., *Surgeon.*
MR. NEWMAN, *Apothecary.*

☞ The DISPENSARY is well stocked with Medicine, which may be had on application to the Apothecary.

tf Shanghai, July 17th, 1857.

MR. THOMAS L. WALKER,
ARCHITECT & SURVEYOR,
QUEEN'S ROAD, VICTORIA, HONGKONG.
June 24th, 1856.

H. FOGG & CO.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.
SHANGHAE.

HALL & HOLTZ,
SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

KUPFERSCHMID & DATO,
CHRONOMETER,
WATCH AND CLOCK-MAKERS AND GENERAL STORE-KEEPERS.
Church Street, corner of Fives-court Lane.
SHANGHAE.

CHRONOMETERS CAREFULLY RATED BY TRANSIT OBSERVATIONS; CHRONOMETERS AND NAUTICAL INSTRUMENTS CLEANED, REPAIRED, AND ADJUSTED.

McKENZIE & CO.,
Ship Chandlers, Storekeepers, General Agents and Provisioners.
NEAR THE FRENCH CONSULATE
SHANGHAI.

SAEKEE & CO.,
Yang-king-pang Street, three doors from Messrs. H. Fogg & Co.

HAS FOR SALE AT LOW PRICES, WHOLESALE AND RETAIL.

Silks, Satins, new pattern Gauzes, Crapes, Embroideries, Nankeens, Sarsnets, Pongees and every description of Silk Piece-goods of Soo-chow Manufacture.

ALSO,

Lacqueredware, Grass Cloth, Ivory Carvings, &c., &c., &c., from Canton.

AND,

Champagne and other Wines.

MISCELLANEOUS.

UNION RESTAURANT & REFRESHMENT ROOMS.

WE the undersigned beg respectfully to inform the foreign Community of Shanghai and Captains visiting this Port that we have established a public place for Resort on our extensive premises directly opposite the BRITISH CONSULATE, and hope that by strict attention to the comfort of our guests and by supplying Articles of the best qualities at moderate charges to merit a share of Public Patronage.

We also beg to state that we will open for the recreation of those who may be desirous of availing themselves of out door amusements a private QUOIT GROUND and BOWLING GREEN, and during the Summer Months an ICE CREAM SALOON.

N. B.—A Private Room for Parties (and a Private Room furnished to Let with or without Board.)

On and after the 8th inst. an Ordinary Daily.

EVANS, SUTTON & Co.
tf Shanghai, 4th March, 1858.

NOTICE.

HENRY EVANS begs respectfully to inform the Foreign Community of Shanghai, that he has at considerable expense completed his new Establishment on the premises formerly occupied by the late C. WILLS, Esq.

H. E. takes the present opportunity to return his sincere thanks to his friends and the community at large for the very liberal patronage he has received since his return from England, and to state that no effort shall be wanting on his part to merit a continuance of the same.

P.S.—On and after *the 1st of March*, H. E. will recommence Muffin making and the Baking of the celebrated Queen's Breakfast Rolls.

tf Shanghai, 24th February, 1858.

RICHARDS & CO.,
Ship Chandlers & General Commission Agents,
SHANGHAE.
ESTABLISHED IN 1844.
SHIPPING SUPPLIED WITH FRESH PROVISIONS,
SEA STORES, BISCUIT, BAKERY, AND LIVE STOCK,
&c., &c., &c.

E. A. REYNOLDS,
Superintendent of the Dry Dock,
AND HEAVING DOWN HULKS
"WILLIAM THE FOURTH."
AND
"SOUNDARY."

All Orders for Carpenter's, Caulker's, Blacksmith's, Coppersmith's and Brazier's Work, promptly attended to.

CONSTANTLY ON HAND AND FOR SALE,

TAR, Pitch, Oakum, American White Oak, and Pine Planks, Spars, and Ships' Timber.

Copper, and Metal Sheathing, Bolts, Spikes, and Nails.

Boiler Plates from 1/8th *a* 9/16th. Sheet and Bar Iron, Anchors, Chains, Hawse-Pipes, Shackles, Hooks, Thimbles, Clew-Irons, Marline-Spikes, Screw-Bolts, Spikes, and Nails of all sizes.

Manila, Hemp and Coir Cordage, Cotton and Flax Canvas, and Twine.

Winches, Fire Engines and Force Pumps, for sale and on hire.

DRY DOCK, HONG-QUE,
July 18th, 1857.

F. PEARSON,
General Store-Keeper,
CLOSE TO THE U. S. CONSULATE,
HONG-QUE,

ALL descriptions of Seamen's CLOTHING, CUTLERY, &c. Superior FRENCH BRANDY, GIN, WINES, CORDIALS, &c.

WHOLESALE,

MANILA CORDAGE of all sizes; MANILA CHEROOTS and COFFEE; COPPER and COPPER NAILS;

On moderate terms.

WARDELL, HEDGE & CO.,
Commission Agents, Auctioneers and General Storekeepers.
FOO-CHOW.

BEG leave to announce that they are now prepared to offer for sale a large and well selected stock of Beer, Wines, and Liquors of all kinds of the best quality.

ALSO,

A fine assortment of Clothing, Boots, and Shoes, Fancy articles, Perfumery, &c., &c., &c., at low prices.

Shipmasters and others visiting Foo-chow are invited to call and examine their stock.

N.B.—Goods purchased of them will be delivered alongside of Ships at the Pagoda anchorage free of charge.

tf Shanghai, November 8th, 1856.

KIN-TEE-YUEN,
CAN SUPPLY PARTIES WITH SILKS OF EVERY DESCRIPTION;
GAUZES OF NEWEST PATTERNS;
SHAWLS, and APRONS;
AND EMBROIDERED WORK OF THE LAST FASHIONS,
AT UNUSUALLY LOW PRICES.
TSING-KEE SHOP,
Near the French Consulate.
Shanghai, 1st September, 1855.

APPETITE AND DIGESTION IMPROVED

LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE imparts the most exquisite relish to every variety of Dish, and, by its tonic and invigorating properties, enables the Stomach to perfectly digest the food. The habitual use of this Sauce has been found most conducive to health.

Sold by the principal dealers in Sauces universally. Wholesale and for exportation by the Proprietors, LEA & PERRINS, 68, Broad Street, Worcester, and 19, Fenchurch Street, London. Also by CROSSE & BLACKWELL, and other Oilmen and Merchants, London.

THE
North-China Herald.

SHANGHAI, SATURDAY, MARCH 20, 1858.

NOTICE.—The hours of DIVINE SERVICE in Trinity Church, are on Sundays, at 11 A.M. and 3 P.M.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. Wright, the *Sexton*.

JOHN HOBSON, *Chaplain*.

NOTICE.—PUBLIC WORSHIP is held in the London Mission Chapel, every Sunday, at half past nine A.M., and at six P.M.

NOTICE.—Divine Service is held in the Chapel of the American Episcopal Mission at *Hoong Kow*, every Sunday Evening at Half-past Seven.

LATEST DATES.

England,	Jan. 9	Singapore,	Feb. 16
Bombay,	Jan. 31	Hongkong,	Mar. 2
Calcutta,	Jan. 24	New York,	Dec. 25
Galle,	Feb. 6		

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COMPARISON OF OBSERVATIONS,

taken by

A SELF REGISTERING THERMOMETER

in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.

FOR THE WEEK.

	Ending 19th March, 1858.		*Ending 19th March, 1857.*	
	Max.	*Min.*	*Max.*	*Min.*
13,—	48	37	66	53
14,—	49	37	60	40
15,—	50	40	56	43
16,—	53	38	58	46
17,—	45	34	60	46
18,—	45	35	56	45
19,—	47	38	58	48

To be continued weekly.

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LATEST QUOTATIONS.

(Friday Evening.)

Exchange.

On London, Bank Bills, 6 months sight, 5s. 11*d.*; First class Credits, 5s. 11*d.* *a* 5s. 11½*d.*; other Credits and Private Bills, 6s. 0*d.*; Bills with documents, 6s. 1*d.*, per Shanghai Tael. *On Bombay*, Bank Bills, 3 days sight, Rs 285, per 100 Shanghai Taels. *On Hongkong*, 15 days sight, 21 ⅘ % discount.

Opium.

Malwa,	Tls. 518 *a* 520	Shanghai weight.
Patna,	„ 557 *a* 560	

◆

It will be seen by reference to our extracts from the *Peking Gazette*, that a change is gradually stealing over the Chinese official mind, touching the necessity of authentic information about "barbarians." Hwang-tsung-han, the personage whom the emperor of China has just raised to the place so suddenly, and ignominously vacated by Yeh, is evidently a man influenced by laudable motives, and illumined by new lights. The responsibilities of his onerous and exalted position, seem to have inspired him with a desire to know all he can concerning foreigners. He evidently appears to doubt, what is not seldom admitted as true amongst Western nations—that the possession of an office brings with it, as a matter of course, the knowledge of the various duties which appertain to it, and the ability to discharge them. He has strong misgivings, that the button which adorns his cap, and the device upon the silk that covers his breast—the marks and symbols, according to the Chinese fashion, of dignity and power, are not all that is needed to unravel complicated affairs, or shed the radiance of a Bude-light upon the dark and troubled sea of state difficulties. He palpably distrusts the inspirations of mere rank, in times of emergency, and will not accept Molière's pungent compliment that,—*les gens de qualité savent tout sans avoir jamais rien appris.*

The first extract from the *Gazette* in question, will furnish our readers with the grounds we have for this singular and unexpected announcement, and the hope it consequently creates, of the dawn of a better frame of mind; and the thirst for novel and most desirable information, which has arisen amongst the Chinese officials. There is sufficient proof from this, that the lethargic indifference of the high mandarins, with regard to barbarians, and their affairs, is giving place to a lively interest to be better informed upon both:—for what else can be inferred, when we behold an exalted official, and doubtless, a distinguished *Egregé* of the Han-lin college, voluntarily and publicly desiring the assistance,—in other terms, placing himself under the tutelage of an inferior, merely because of that inferior's acquaintance with barbarian affairs.

Peih-ching-chaou, the fortunate possessor of the much wanted knowledge, has, it appears, filled successively, offices of increasing dignity and responsibility on the sea bord of the empire; and is consequently presumed to be acquainted with the wonders of the deep, and versed in the manners and customs of the barbarians who—according to the commonly received notion amongst the Chinese, when not squatting upon the land belonging to other people,—permanently dwell upon the sea. The reason urged for the propriety of this appointment may not be of the most indisputable kind. We have known instances, indeed, where a residence by the sea bord, or even upon the sea itself, has failed to convey any knowledge of value—either of the things which naturally belong to, or have any connection with it. But we willingly take for granted, that Peih-ching has made use of his faculties, when living in such a neighbourhood, and when brought into occasional contact with those whose legitimate and only home the sea is supposed to be. The goodness of the intention in making such a selection is not to be lost sight of, and evinces an anxiety for information, and a mode of obtaining it, of a most praiseworthy and promising character. We only hope, that the new Grand commissioner's Mentor in barbarian affairs, will be able to instruct him sufficiently. It will be no small matter even, if he be able to persuade him that, although we do not use chop-sticks—still we absorb our food in a decent manner; and although destitute of tails, we are nevertheless endowed with notions of dignity and propriety of conduct, possess considerable firmness of purpose, skill in the management of business; and although fond of money, are not without generous and kindly feelings, ideas of justice, and a decided taste for peaceful occupations.

We are willing then, to hail such an indication as the present—slight though it may seem to be, as another augury of good import. Had Yeh the ill-starred, because obstinate contemner of that information which his successor now eagerly seeks, followed such a course,—invited instead of having repelled the opportunities of information he had constantly at command, and had made himself conversant with the affairs of foreigners,—their wealth, their spirit, and their warlike character and resources, he would, in all human probability, still be enjoying in comfort, the dignity of his late exalted station,—instead of being as he is, degraded and proscribed by his sovereign, and an exile in the hands of those whom he wilfully and persistently made his enemies. The consequences of his perverse conduct in accomplishing his own ruin are still to be traced in the *Gazette* before us. In the extract dated the fifteenth of February, there is an order for the casting of two new seals,—one of them is destined for Hwang-tsung-han, his successor. This ceremony is of the greatest importance and significance with the ruling class,—for the forfeiture of the seal signifies not only the privation of mere office, but the loss of fortune, and liberty, and even occasionally the loss of life. The seal itself is reverenced and guarded with a care even greater if possible than is bestowed upon similar symbols which appertain to offices of the greatest dignity in Europe. The holder never parts with it, seeing that even its accidental loss would be followed by the most serious consequences. To illustrate this, we shall quote a brief story from Du Halde, which will serve to confirm what has been said, and furnish, as well, an amusing instance of Chinese tact and ingenuity.

"A visitor having acted for some time in the province appointed him, of a sudden disappeared; and when any came to apply to him for justice, his domestics put them off, telling them their master was so dangerously ill, that he could neither hear their complaints, nor receive their petitions. A *mandarin*, who was one of his friends, suspecting it to be only a feigned sickness, and fearing such a piece of negligence would hurt him at court, went to see him. After being put off several times by the servants, he at length got admittance into his chamber, and asked his reason for concealing himself in that manner.

"The visitor still pretended to be indisposed; but the *mandarin* pressed him so home, protesting to serve him, if occasion were, at the hazard of his life, that the magistrate disclosing his distress, 'they have stolen,' said he, 'the seals given me by the Emperor, so that not being able to seal the dispatches, I have thought fit to disappear.' The *mandarin*, who saw that the least ill consequence that could attend his friend was the loss of his employment, his own fortune, and that of his family, asked him if he had any enemies. 'Alas! answered the visitor sighing, hence arises 'my confusion and despair. The chief magistrate 'of the city has declared himself against me on 'all occasions which concern the functions of my 'office. He will certainly inform the court, as 'soon as he comes to know I have lost the seals, 'and then I am undone. Take my advice, (replied the *mandarin*, who was an ingenious man,) 'remove every thing you have of value into the 'most secret part of your palace, and at night set 'the apartment on fire, and alarm the neighbourhood. As soon as that officer comes to give 'orders according to his duty, do you publicly 'deliver into his hands the little coffer where the 'seals were kept; telling him, that as you have 'nothing so precious as that *depositum* of the Emperor's, you give it into his custody, till you have 'occasion for it; and if he, my Lord, added the '*mandarin*, maliciously caused the seals to be 'stolen, he will replace them in the coffer; or you 'my accuse him with having lost them.' The matter succeeded as the *mandarin* had foreseen, and the seals were restored to the visitor."

The ordering of a new seal to be struck may be regarded then as the final confirmation of imperial displeasure,—the consummation of Yeh's disgrace. But now that his seal is obsolete, what has become of it? An object of so much importance must have been solicitously taken care of by the ex-Viceroy. It is extremely probable, that he has carried it with him into exile, and the bauble must therefore rank in the same category with the lost or rather concealed crown of Hungary. It may accordingly be worth the trouble to institute a search for it—not as an object, indeed, of much intrinsic value, but as a trophy which if found may be appropriately placed in the same royal cabinet which contains the Jade ornament that a former emperor of China condescendingly bestowed upon a former sovereign of England.

Extracts from the Peking Gazettes,

Dated 15th February, 1858.

EDICT.

We now command you—the president of the Board of Rites to cast two seals—one for the post of Governor-General of the Two Kwang, and another for the post of Salt Commissioner of the Two Kwang—and when finished you will hand them over to the Privy Council that the president may despatch them to Kwangtung. These are Our commands.

I, the President of the Board of Rites memorialize your Majesty praying that your Majesty will command that I be furnished with the form of the seal of the Governor-General of the Two Kwang.

Dated 21st February, 1858.

MEMORIAL.

I, Hwang-tsung-han, Governor-General of the Two Kwang, and Imperial Commissioner for foreign affairs at Canton, humbly memorialize your Majesty to give certain commands.

I beg to state, that when I had the honor to receive your Majesty's commands appointing me Governor-General of the Two Kwang and High Commissioner for the transaction of barbarian affairs, I memorialized stating, that I had found on examination, that Peih-ching-chaou, Commissioner of Finances of the Province of Ganhway had, while stationed on the sea bord, filled the offices of Magistrate, Prefect, and Intendant; that he had always transacted his public business, while filling these posts, in the most able and successful manner; that he had always been able to gain the hearts of the people by his upright conduct; that, when on these posts on the sea bord, he had transacted the business of the barbarians; and that he was consequently a suitable officer to accompany me.

I also memorialized your Majesty stating that if I proceeded to Canton from Chihle by way of Shantung, Keangnan, Chĕkeang, and Fuhkeen, that, as there were many fast vessels continually running between the ports of Shanghae, Ningpo, Fuhchau, and Amoy, I should, after passing Soochow, be able to learn in this manner the real state of affairs at Canton sooner; and respecting the barbarian affairs at each of the ports, I should also be able to see personally the Governor-Generals and Governors, of Keang-nan, Fuhkeen, and Chĕkeang to arrange such more satisfactorily.

Should your Majesty be pleased to approve of my proceeding by the above-mentioned route, I have humbly now to request your Majesty will also be pleased to issue commands giving permission to Peih-ching-chaou the Commissioner of Finances to start with and accompany me.

I shall be extremely grateful. I wait your Majesty's commands. I pray your Majesty to cast a glance on my memorial.

A respectful memorial.

His Majesty has granted the request of Hwang-tsung-han.

There is an uneasy feeling among the Chinese in relation to the fleet of foreign men-of-war now expected from the South: they believe their destination to be Teen-tseen, and the crews of the junks now loading with the duty rice for Peking have refused to put to sea, fearing they may be captured. It is, however, a well known fact that the crews of vessels employed on this service perform it very reluctantly, as the remuneration from the Government is small, and they are harshly treated by the officials at Teen-tseen.

We are glad to find that a movement has been made by some spirited members of our community towards procuring a cargo of ice for the approaching summer.

It is our habit to note every morning the highest and lowest degree marked during the previous 24 hours by our register thermometer and we have done so with some anxiety since the middle of last month when, calling attention to the fact that the winter was nearly over and the ice houses not half full, we suggested that a ship should be chartered to proceed North for a cargo of that inestimable luxury and absolute necessary from June until the end of September, when the thermometer frequently rises to 90° and 100° in the shade; the *average* in the last 7 years having been 80° in June, 89° in July, 88° in Aug., and 80° in Sept.

The commander of the American clipper-ship *Pampero*, proposes to perform this valuable service if the promoters of the measure find sufficient encouragement in the list of Subscribers, to conclude the charter, which we have not the slightest doubt they will do, on the terms submitted, viz. that, 17 Mexican Dollars per ton of 2,240 lbs., is to be paid for the net weight delivered at the door of the ice house here,—the total quantity not to exceed 1,000 tons. Subscribers to pay an equal proportion of the cost and expences and to have preference should the quantity brought not be sufficient for general sale. A price per lb. estimated to cover the entire cost, will be fixed, at which subscribers will be supplied; and if the quantity be sufficient, non-subscribers may purchase at double the price fixed. The profit or loss to be divided among the original subscribers. A committee will be appointed at the meeting of to take place before the charter is concluded.

We have extracted from the *Encyclopædia Britannica* a short notice of the Ice trade which will be found interesting.

Ice-*Trade*.—It is only within the last five and twenty years that the ice-trade has become so important, and every year it is rapidly increasing. Ice was used as an article of export for the first time in 1806 by Mr. Tudor of Boston, the persevering originator of the trade. For a quarter of a century he continued to devote his attention to the trade; and, after numerous misfortunes, he has established it as one of the most lucrative and promising in the United States. The following table will show how rapidly the trade has arisen. It refers to the *exports* from Boston alone:—

Year 1832,	4,352	Tons.
„ 1845,	48,422	„
„ 1853,	100,000	„
„ 1854,	156,540	„

The quantity thus stored was distributed as follows:—

Southern States,	110,000	Tons.
Consumed at home,	60,000	„
Brazil and West Indies,	31,361	„
East Indies,	14,284	„
England,	895	„
Total,	216,540	Tons.

The small quantity shipped for Britain is owing to competitors nearer hand, viz., from Norway, perhaps the only other country which carries on an ice trade.

The amount stored up in New York during 1855, was 305,000 tons, of which 20,000 were for exportation.

The process of cutting and storing up the ice may be thus described:—During the time that the ice is forming in December and January, it is kept as free of snow as possible. Occasionally holes are pierced in the forming ice, to enable the water to overflow, as thus the formation of ice is accelerated. Before cutting the ice, its surface is systematically cleared of snow with wooden scrapers. An iron scraper then removes the snow-ice, and the field is ready for being marked off into squares of about 5 feet each by an iron plough. Next follow the *cutters* in the tracks marked off by the preceding instrument, cutter, plough, and scrapers being each drawn by a horse. By hand-saws the square pieces are now disengaged, and are ready for being floated to the shore. Thence they may be carted to ice-houses;—400 tons can be cut and stowed away by forty men and twelve horses in a single day. The wooden store-house of the Wenham Lake Company has room for 20,000 tons of ice. Steam has been applied for the purpose of elevating, lowering, and stowing away the ice. The ice thus stored is to be taken to all parts of the world, to be used for cooling wines and all kinds of beverages, preserving meat, in ice-creams, confections, &c.

The ice-trade is highly important in opening up an extensive field of labor for the working classes at a period of the year when all ordinary avocations are suspended, and during which poverty entails distress. About 2,500 persons are employed in the Boston district alone, and throughout the States of the Union, about 9,000. The cost of transit by railway in the Boston trade is estimated at nearly £20,000, and by sea at about £100,000. The number of vessels employed was 520. The value of the ice farms of New York and Massachusetts is considered equal to that of the rice crop of Georgia. The whole capital invested in the trade is about a million and a half sterling. (Hunt's *Merchants' Magazine*, for Aug. 1855; Knight's *Industry of all Nations, &c.*)

We have been requested to publish the following Circular letter from the U. S. Legation to the Consuls of that nation.

We have also received a letter from Captain R. Bovey of the ship *New Margaret*, with an account signed by himself, Rev. W. C. Burns, and Dr. W. de la Porte containing a most appalling description of scenes they witnessed at Swatow arising from this trade in coolies, which we append. The statement will be read with horror, and calls vehemently for the immediate intervention of all Christian nations to stop with a strong hand this abominable business.

Legation of the United States to China,

February 18th, 1858.

Sir.—I am directed by His Excellency, the Minister of the United States, again, and most earnestly, to call your attention to the *Coolie Traffic* in American ships, and the necessity of resorting to all legal measures to arrest it.

The view taken of the trade by this Legation is, that what constitutes the breach of the laws of the United States is the contract for labour or service under which the coolie is shipped. Hence, it is quite immaterial, in point of law, whether the coolie goes with or against his will, if on his arrival he is 'to be disposed of to be held to labour or service." Of course there is a greater offence to morals and to the laws of this Empire, if, as is generally the case, the coolie is kidnapped or seduced or entrapped. The employment of American ships in carrying Chinese coolies to be held to labour is illegal. It has been so represented to the Government at Washington, and will be so regarded by it.

It is a trade in which, as revolting to humanity in its processes and results, no respectable American citizen will participate.

It is a trade which endangers the lives of the mariners engaged in it, and of course involves terrible suffering and mortality among its principal victims—the coolies themselves

The American Minister, in order to do all in his power to put an end, or as far as possible to circumscribe this traffic, instructs you,—besides giving as much publicity to this communication as you may think conducive to the ends you have in view,—to adopt the following course in all instances.

1st. Whenever you ascertain, or have good reason to believe that an American ship is about to be loaded with coolies for Havana, Surinam, or any other place, under contract for labour or service, you shall at once inform verbally and in writing the master, owner, or charterer, of the views of this Legation, and of the liability to punishment and forfeiture which he or they incur.

2d. Whenever such shipment is about to be made from a British or Portuguese port, you will at once give notice to the Superintendant of Trade or Governor that the trade is regarded as a violation of the laws and treaties of the United States, and that this Legation will regard any countenance given to it as a most unfriendly act. The same notice is to be given to the Consular authorities accredited here by the country to which the shipment is made.

3d. Whenever such shipment is about to be made from one of the treaty ports in China, immediate notice is to be given to the local Chinese authorities so that they may withhold the '*grand chop*,' or port-clearance. Whenever the local authorities desire the aid of the Consul to visit vessels in order to give relief to any Chinese detained against their will, it is to be given promptly. The refusal of the local authorities to give a clearance to an American ship, unless Chinese subjects so shipped are discharged, is a 'lawful requisition' of the local authorities, which the Consul must respect.

4th. Particular attention must be paid by you to the shipping articles of the seamen in such vessels, for it is believed that in many instances frauds on seamen have been perpetrated by interlineations and erasures, and other alterations of shipping articles. In such case, where you are satisfied of the fact of the alteration, you will give such relief to the mariner as is authorized by law, and retain the papers till the decision of this Legation is known.

5th. If it be known to you that the intermediate destination of such ship is to some port not opened to trade by treaty for the purpose of there shipping coolies, you will, if practicable, give notice to the local authorities of the place, of this fraudulent design, and warn the master that such trade is a still grosser violation of law, and involves the same penalties.

6th. Whenever you have reason to believe that any ship, designed for this or any other trade, is about to sail from Hongkong or Macao to a port in China not opened by treaty, you shall forthwith give notice to the Superintendant of Trade, or Governor, of the fact.

7th. All cases of shipment of coolies in American ships under contracts to be held to labour or service must be reported *in detail* to this Legation, and, if possible, the facts verified by the affidavit of some third person.

Every case of such shipment of coolies, with the names of owners, masters and charterers, will without delay be reported by this Legation to the Department of State, so that all parties engaged in this traffic may be exposed and brought to justice.

I am directed to repeat that you may give such publicity as you deem expedient to this communication, it being the sincere desire of the American Minister that without resort to ulterior measures, his fellow-citizens may be deterred from any further participation in a trade so revolting to humanity, and discreditable to the parties concerned.

He hopes and believes that this admonition, meant to be an earnest and respectful one, will have its influence with respectable commercial establishments, shippers, and masters. Should it fail he has no other resource than to expose the individual ignominy which a share in such a trade involves, and to bring the guilty parties to punishment. This shall be done thoroughly.

S. Wells Williams,
Secretary of Legation.

To the Consul of the United States of America.

Shanghae, 3rd *March*, 1858.

To the Editor of the
North-China Herald.

Sir,—I have taken the liberty to send you the enclosed written document respecting some of the horrors of the Coolie trade that at present exist at Swatow, what is stated are undeniable facts, to which I was an eye-witness, and I would further state that in the afternoon of the same day that the document was drawn up we discovered six more sick and dying coolies were landed from some ship and left in the open air with no one to own or care for them, some of the poor unfortunates were quite helpless and could not move without assistance and had not the undersigned of the enclosed document interested themselves with some of the Coolie Agents, there is no doubt they would be left there to perish of cold and hunger, they all appeared to be in a starving state continually putting their hands to their mouths to show us they were hungry, they all appeared in a most miserable condition. There is not the slightest doubt but great numbers of these poor fellows are taken away against their will. I was informed on undeniable authority that on board a Danish ship loading coolies at Double Island there was a company of thirty coolies who said they had been engaged from a town inside Namoa, to go to one of the neighbouring islands to carry fish and to their surprise they were brought to Double Island, and put on board the above ship against their will, leaving their wives and families ignorant of what had become of them and a great many more on board this vessel declared they were taken against their will. I think if one of our cruisers on the China coast were to touch at Double Island occasionally they would discover a fearful amount of misery and destitution and I think would make the Coolie Agents there be a little more humane to the unfortunate fellows who fall into their hands. It is generally believed the good intentions of our government are in a measure frustrated as we were informed the American ship *Mary Whitridge* was ready to proceed on her voyage, only waiting for the coolies then on their way from Hongkong to Swatow, who refused to proceed in the British ship *Tasmania*. I believe this statement to be correct and so the good intentions of our government fall to the ground. I wish with your permission to make this as public as possible for all that is stated can be confirmed by good authority.—I am, Sir, yours faithfully,

Robt. BOVEY,
Commander "New Margaret."

Swatow, (Double Island) *Feby. 8th*, 1858.

Which day at noon, in consequence of representations made to some of our number by two ship Captains, one being Captain Kerr of the *Brooksby* of Greenock, regarding dead and dying coolies lying exposed on this Island, we the undersigned proceeded to the spot mentioned to examine for ourselves. In one hovel, which has been occupied for months by the dead and dying, we found 7 dead bodies and among them one dying man who said that for four or five days he had got nothing to eat. This man had been sent ashore from a coolie ship, as he had a No. round his neck (262) and also the same dress (black wadded jacket, &c.) as the coolies on board of the American ship *Mary Whitridge* now loading with coolies here, we went on round the shore outside the town and there counted 7 dead bodies, who, most, if not all, had evidently been put on shore from a coolie ship as they had blankets round them such as are given on board and tickets round their necks. Of these tickets we took off 3 and also in coming back a ticket from another lying nearer to the coolie shed first visited. This last had also the same dress as the man found dying. There was another body lying near him, making in all 16 bodies lying unburied, and exposed to be devoured, as is not unusual, by dogs and swine. In addition we found in another house, not so near as the hovel first visited, two coolies dying of want and one of them under high fever. Both could converse with us and one said that he had been sent away along with 5 or 6 other, from the black-sided coolie ship (the American). These are some of the horrors of the coolie trade as carried on here, which should be known to all, and which on grounds of humanity call loudly for the scrutiny of the Governments whose flag these coolie ships carry, and which we humbly think they desecrate by connection with such a traffic, and these exhibited within stone throw or gun-shot distance of the houses of various Captains and Merchants living here.

Wm. C. BURNS,
Missionary to the Chinese.
Robt. BOVEY, *Master*
British Bark "New Margaret."
Wm. De LA PORTE, M.D.

SHOAL ON THE COAST OF FORMOSA.

The British ship *Sea Star* when on her homeward passage from Shanghae struck on a shoal at 4 A.M. 17th May 1857, she was then on the Formosa Banks where a depth of five fathoms is marked in the charts. The sea was breaking on both sides of the ship.

The following is her estimated position at the time she struck:—

Latitude,............ 25° 10′ N.
Longitude,...........118° 53′ E.

High Island of the Pescadore Group E. ½ S. 20 miles.

The ship was docked on her arrival in England, and her main keel was found to be broken.

JOHN LIVINGSTON,
Master of British ship "Sea Star."

Shanghae, 15th March, 1858.

On Tuesday evening last, the gentlemen of the Amateur Theatrical Corps again presented themselves before a crowded and brilliant audience, caterers to their pleasure, and candidates for their applause. On this occasion the corps took a large step backward,—not, we would for an instant wish to infer, in point of ability, but merely in point of time. Hitherto their efforts have been enlisted upon contemporaneous subjects—upon the manners and customs of the present day. Their characters have been taken from the sunny side of Regent street, or the genteel suburbs of Clapham, and exhibited on the stage in the costumes, to which the genius of living tailors has brought us, and which we, in our foolish vanity may consider elegant and becoming, but which, it is mortifying to think, will furnish a subject of lively mirth and ridicule to our great-grand children.

The comedy selected went back to the time of Charles the II. and was illustrative of the manners of himself and his court. The scenes were laid at Whitehall, and Wapping; and the characters, were the courtiers of the merry Monarch, and the occupants of a hostelrie. The *mise en scene*,—considering the means the amateurs have at command, was very well arranged, and the two royal and noble revellers, together with the attendant Page, and Lady Clara, were dressed with great elegance and effect. Here the taste which has long departed from English dress, was for the hour restored, and we could not help thinking, how far Charles excelled, even in our traditional notions of his person, and style of costume, the idea we entertain and which will be entertained after us, of his paltry imitator—the so called "first gentleman in Europe" of fifty years ago. Not only were the courtly characters picturesquely and well dressed, but they were fairly sustained.

Our first favorite however was Captain Copp. This is a glorious character, and was performed faultlessly. From the first moment we made his acquaintance, until we took a reluctant leave of him, our heart was kept in a continuous glow by his honest face, his blunt, open, sea-faring manner; his rugged but kindly touches of feeling—harmoniously blended together as they were, by his occasional bursts of good humoured jollity. Every time he broke out with his favorite stave—

> "In the time of the Rump
> When Old Admiral Trump,"

we felt a strong inclination to hear more of it, and were scarcely pleased with Mary for stopping it so abruptly.

We are never tired of praising Mrs. Nesbit,—she brings to each successive character she represents, so much artistic ability. Here, as usual, she placed before us a lively picture of the piquant and coquettish, but withal modest and pretty niece of the host of the "Grand Admiral;" and looked so enticing, as to make some of those who were present and hear us wish that they too were actors—provided there was plenty of kissing in the play, and such a delightful subject as herself to practise upon. Mary's taste in the choice of a lover was unexceptionable.—a compliment which cannot be said, with truth, of pretty girls' selections generally. The page who was the favored suitor, deserved his good fortune:—he played well, and sung sweetly. It is some time indeed since we heard on the stage or elsewhere, a song given with so much taste and expression. It quite took us by surprise; and we were not alone in our admiration,—as the loud *encore*, with which it was greeted by the audience, sufficiently testified. No wonder the pretty Mary melted under the influence of the mellow tones of such a music master. But we must tear ourselves away from Captain Copp, Mary,—and the rest whom, though royal and noble, we cannot but regard as in the position of their satellites, and take a glance at "As Like as two Peas."

The modern style suffers by the transition and comparison. We cannot say, that in point of humour and character, or even in plot, the comedy and the farce were "As Like as two Peas." Our old friend Brushwood did his best—which was not a little, and the clever personifier of Andrew Wylie in a past representation, brought to the development of the strained conceit of this piece, no trifling tact and ease of manner, but they did not succeed so well as, under the pressure of a less weighty incubus, they were sure to have done. What was successful in creating laughter was due to the acting,—certainly not to the play. We regret that in a piece not so entirely successful as we could have wished, an actress of much promise, made her *debût* before the Shanghai Audience. The lady-like manner, and finished toilette of the new candidate, created quite a sensation. We have therefore the pleasing task to perform before we conclude, of congratulating the corps, and the admirers of the drama, upon this fresh addition to the stage. It is evident that the Shanghai community—small in number though it be, possesses, amongst other things, a more than average share of histrionic ability, which only requires opportunity to call it forth abundantly. In the several representations which have already taken place, we, in common with numbers of others, have passed not a few delightful hours—and will long carry the remembrance of them with us. Light though the occupation may be deemed by some, we cannot but regard with even a livelier feeling than indulgence, the generous and spirited exertion which endeavors to please, without offending any—even the most sensitive propriety; and tries to do its utmost, and with no small success, to light up smiles, and provoke laughter from those who are in truth exiles, and who may be justly regarded as the advance-guard of the Western World.

IN THE BRITISH CONSULAR COURT,

Shanghae, the 18th day of March, 1858.

Present:

D. B. Robertson, Esq., *H. B. M.'s Consul.*
W. H. Fittock, Esq., *Offg. Vice-Consul.*
E. Warden, Esq., } *Assessors.*
J. L. Maclean Esq., }

Alexander Hammil, Seaman on board British ship *Tung-yu* was charged with causing the death of William Hodge the 3rd Officer of the said vessel by inflicting certain wounds on his body with a knife, in a scuffle with another Seaman named William Smith.

The evidence taken on the Inquest held on the 10th and 11th inst. was then read, as follows;—

Samuel White, 2d Mate of the *Tung-yu*;—"I heard a disturbance in the forecastle yesterday morning shortly after 6 o'clock, and went forward to see what was the matter and saw Hammil jammed up in a corner and Smith holding him, fighting—Deceased came forward to separate them and had one foot outside and the other within the forecastle intending to enter for that purpose—when Hammil thrust out his hand with a knife in it and stabbed the deceased in the belly—I saw one stab only.

"At the time the stab was given, Hammil was jammed up in the corner by Smith—they were struggling on a chest. I cannot say whether Hammil's face was turned towards deceased. I only saw his hand with a knife thrust out which entered deceased's belly—they were all one over the other—Smith ran out of the forecastle followed by the Prisoner—deceased observed to me 'I am stabbed in the stomach'—I stopped the prisoner and desired him to give up the knife to me—he refused—Smith was then on the forecastle where he (Hammil) followed him and Smith jumped over board."

Wm. Smith, Seaman on board the *Tung-yu*;—"I was struggling with Hammil on a chest—who was lying with his face downwards towards the corner of a bunk, I was on top of him holding him down—his back was towards me, he put his hand into the bunk and seized a knife—the deceased was standing almost between me and the prisoner. Prisoner said, 'Smith I will be the death of you,' and made a back slash with the knife which struck the deceased. Deceased said, 'Smith I am stabbed you had better clear out,'—I rushed out round the booby hatch followed by the Prisoner with the knife uplifted and I jumped overboard from the forecastle to avoid him."

Garrett Redmond, Seaman;—"I was present in the forecastle yesterday morning when I saw Smith strike Hammil, and I told him to knock that off—Smith afterwards caught Hammil by the back of the head and forced him down to the edge of the fore and aft bunk—I saw him pass a knife under his left arm which struck the deceased who was just entering the forecastle—I do not think the Prisoner could see any one behind him at the time he made the thrust—I heard deceased say that he was stabbed, and Smith and Hammil then rushed out of the forecastle. The two men had been fighting for 10 minutes before deceased entered—the Prisoner was unwilling to fight—I only saw the deceased struck over and I then caught hold of the Prisoner's arm."

Thomas MacDonald, Seaman;—"I was present in the forecastle yesterday morning—Hammil was putting on his clothes when Smith came up and said he was not the man he was last night—Hammil replied he would have nothing to do with him, and did not want to fight—Smith shoved Hammil down and held his head to the bunk, pounding him in the face—I did not see any blow struck but heard deceased say he was stabbed—Deceased was endeavouring to separate them—Smith has always been quarrelling with Hammil from the first time they had liberty from the ship—Hammil has always been a quiet man in the ship."

James Penston, Seaman,—"I was present yesterday morning when we were roused out—Smith told Hammil he was ready for him—Hammil said he did not want to fight and would have nothing to do with him and attempted to leave the forecastle—Smith dragged him back, struck him and knocked him down with his head towards the bunk and kept pounding him in the face—I did not see Hammil strike any blow, but heard deceased cry out he was stabbed."

Charles Taylor, Master of the *Tung-yu*;—"I was roused out of bed to go to the medicine chest by the chief mate who said Mr. Hodge had been stabbed—I went out immediately and saw the deceased under the poop—he had a wound in the belly, and I sent immediately on board H. M. S. *Pique* for medical assistance, but before the Surgeon could arrive Mr. Hodge expired—I should think he died about 20 minutes after I first saw him, he never spoke to me.

"I can give the Prisoner a good character—and do not think he had any ill will towards the deceased."

The Prisoner pleaded—Guilty.

SENTENCE.

The Court considering the provocation given, and that the stab which deprived the deceased of life was not intended for him; also, the good character given the Prisoner by the Master of the *Tung-yu* and his Ship-mates, sentences him to six months imprisonment in H. M.'s Goal.

(Signed) D. B. ROBERTSON,
Consul.

The Shanghai Literary and Scientific Society held its regular Monthly Meeting at the Shanghai Library on Tuesday evening last. T. Walsh, Esq., was admitted a member of the Society. The thanks of the Society were voted to Dr. MacGowan for a donation of Chinese books to the Library and two papers to be read before the Society. Mr. E. Roche was elected corresponding Secretary, which office had been rendered vacant by the departure of the Rev. J. Edkins from Shanghai.

The Secretary then read a paper from Dr. MacGowan on "Chinese Bibliography" which drew attention to the vast importance of forming a good collection of Chinese Books in the Library of the Society, and noticed especially that style of works called *Chi* which may be translated by the term "Miscellany" as best expressive of their comprehensive character. Every locality has its own Miscellany: those of this Province are comprised in about 700 volumes, whilst those of the whole Empire number about 10,000 volumes. The mortality of books in China was also noticed and it was remarked that of the number of books by authors mentioned in these Miscellanies, only a very small proportion is now extant. Taking *Hang chau* for example—of 2,429 works enumerated only about 800 are now procurable. The Library of the *Fan* Family at Ningpo was described. This is one of the most celebrated private libraries in the Empire and contains 4,904 works, comprised in 53,799 *Kien*; but its inutility may be inferred from the jealousy with which it is guarded. Each member of the clan keeps a key to his own lock, so that the place can only be opened by consent of all, and the rule is that it should be opened only in the presence of all. They have here some engravings said to be masterpieces of Chinese Art, equal to anything which foreigners exhibit but a scarcely perceptible inscription in one corner shows the sheets to be a gift from Louis the XVI. to *Këen lung* for whom they were engraved to illustrate the campaign against the Kalmucks in 1756.

A very valuable work the *Ku kin Tu shu Tsih ching* "Complete Collection of Ancient and Modern Books" was alluded to. This work is very rare as it was printed with a font of 230,000 moveable copper types, which was melted when only thirty copies had been struck off; but could a copy of this, or at any rate some smaller works, also enumerated, containing to a certain degree the substance of the above large work, be obtained for the library of this Society a great desideratum would be attained.

A paper was next read by Mr. Wylie on "Asbestos in China," in which a great number of native authors were quoted fully establishing the fact that Fire proof cloth was known in China from a very early period. The first mention made of it is by the philosopher *Leih-tsze*, during the 2nd Century B.C. and refers as far back as 1000 years before the Christian Era. It seems not to have been indigenous to China but is generally mentioned as Tribute brought from a foreign land. The speculations of native writers as to the material of which it was made are somewhat fanciful, some holding that it was a vegetable, others an animal production; the former thinking it was made from the bark of a tree, and the latter from the hair of a sort of rat. China however had its sceptics, who doubted the actual existence of such a substance. The chief of these was the Emperor *Wan te* of the *Wei*, who published an essay to show the absurdity of the thing. His opinion was followed by his successor *Ming te*, who caused this essay to be cut on stone. On the occasion however of an envoy arriving with Fire proof cloth this inscription was obliterated for it had become an object of general ridicule. The Fuhkeen Memoranda by *Chow leang kang*, a work published about a century ago, states that this Fire proof cloth was 20 years ago very common in Fuhkeen and not considered very valuable; but now it cannot be obtained. This showed that the article came from beyond the seas He considered that it was more probably made from the bark of a tree than the hair of a rat, as its colour was more like hempen than woollen fabrics.

A vote of thanks was unanimously passed to Mr. Wylie for his very interesting paper.

(Communicated,)

Ningpo, *7th March*, 1858.

To the Editor of the
North-China Herald,

Sir,—We shall all be thinking a good deal about Peking during the next few months; and before we hear of it from our countrymen, now about to proceed thither, your readers may not be displeased to learn how it looked to M. Kowalewski in 1849-1850; at which period he visited it with the Russian mission. The following is a translated extract from his description of the entry of the new mission as given in a Berlin scientific periodical:—

"It is ten *versts* from Ging-che to the walls of Peking; the road leads through a wide plain, in the background of which lies the capital of China. On all sides fields and fields! But the harvest had already been gathered. Here it is not as with us, where the fields give the peasant only corn, and retain a part of the vegetation for themselves with which they are adorned throughout the whole autumn—no; here the earth gives to its possessor everything that it produces in the course of a summer; the smallest halm of grass, even the roots of the corn are pulled out, partly as food for the cattle partly for firing. The Chinese leave nothing over, and in autumn their fields have a barren, sad, colorless appearance, and blend with the burial places, which are everywhere scattered about, into melancholy landscape. Only the thick willows, the beautiful willows of this country, which surround the burial places, somewhat enliven the whole. The vicinity of the capital is not marked by anything, nothing puts one in mind of it. We wandered, between groups of trees, small houses, fields and burial places, getting from one bad road to a worse; all these roads appeared to us as foot-paths, and we feared we should never be able to find our way out of the labyrinth. Yet it proved that this was the main and direct road to Peking. At length, the plains become wider and more desolate; the graves surrounded us even more thickly,—some were shaded by groups of trees, others scattered confusedly over the plain; - the road became ever worse and worse; gunshots (that we had, bye the bye, heard for a long time, sounded louder; at a short distance an enormous dark mass raised itself before our eyes and, out above that, a splendid roof with somewhat raised edges. A small body of men in the ordinary Chinese dress appeared.

"What are those people?"—"Soldiers" answered our coachman.—"These are soldiers?"—"Yes!"—"What are they doing there?"—"Do you not see,—they are exercising."—And so indeed, I saw that one after another went towards a row of guns that rested against the wall of a sort of little house. Then he took one of the guns, fired and moved off. "Why don't they take the guns away with them, once for all?" asked one of us—"The arms are the property of the Crown; they are kept in the arsenal"—"so a Chinese soldier carries no arms?"—"No."—"Strange. But where is Peking?"—"It lies before you, behind that wall."

We had, in truth, a gigantic wall with a great tower over the gate before our eyes. At the embrasures, we perceived certain black marks which we at first regarded as the mouth of cannon. But we soon convinced ourselves that they were only painted cannon; the real ones were kept in the arsenal, if, indeed, the officials had not already sold them for all sorts of purposes.

Before the gates, we rested awhile; then we made our entry. At the gate already, there was no longer any doubt that we had entered into an enormous, populous city, and, in particular, one of the nastiest that I have ever visited.

I do not know how we should have succeeded in getting out of the throng of human beings on to the street, had not certain tattered fellows that grew, as it were, out of the earth before us cut about them with long whips and so divided the waves of the people. Subsequently, we learnt that these gentlemen were policemen.

At first one is reminded by the scene of life in the streets,—by the throng, tumult, and row,—of some other cities in the east; but after you have seen and heard for a time, you come to the conclusion that it is something different. Quite a different kind of moving pictures exhibit themselves, and broken sounds of a language reached our ears which we had never yet heard.

Amidst the dull roar of the mass of the people, it appeared as if the sellers of all sorts of articles were resolved to drown that, as well as each other and the cries of the beasts of burthen with their noise. One beat a basin, another tooted on a horn, a third clattered with iron plates, a fourth bellowed. Naked beggars stretched themselves out at full length on the earth and groaned with all their bodily strength. To all this, imagine the carriages, the herds of swine and flocks of ducks which were driven through the crowds, and the emaciated dogs that were snuffing about every where. What was most remarkable was to see how two carriages that met each other in this press would suddenly stop, the persons sitting in them spring out as if they had forgotten something important; and, standing there before each other, would make bows till one was inclined to take them for moving puppets.

The main street, through which we rode was long and broad: we went eight *versts* in nearly straight line before we reached our southern monastery, and the breadth equalled, at least, that of the Newskii Prospekt. In the middle, there is a raised portion, a bank that serves as a *chaussée*. There were constantly moving, two lines of small one-horse vehicles, but drawn either by a mule or an ass. They are covered, have two wheels and quite a pretty appearance, and form here the common carriages. The road on both sides is given up to waggons and foot passengers; it also serves, in the absence of public squares, for all representations and temporary exhibitions. Sitting on horseback on the elevated roadway, I could see what was going on in the half-open booths; in one, itinerant players were giving their representations with deafening music; in another figured a tale teller; in a third a fortune teller or wandering doctor who explained to the people assembled before him the anatomy of the human body. Behind the booth, a line of shops showed themselves that was scarcely broken for a distance of seven to eight *versts*. Many of them are very fine and of peculiar architecture; in particular, the druggists shops distinguish themselves in this respect; they are gilded from top to bottom, adorned with lively colors and filigree work, and would ornament any street of an European capital.

In other cities of the east, the light, airy minarets make an elevating impression on the traveller; in Peking his eye meets everywhere figured roofs,—in fact everything is covered with roofs, even the people's heads, and all these coverings have turned up edges as if they were on the point of flying away. In other cities of the east the dogs are most troublesome, in Peking, the pigs. It is true, there are also dogs in no small number, but they are here so quiet and modest that they don't even bark. [Ours bark at Ningpo.]

You see that there is more here in the streets to be looked at than in any other city of the east, and at the least quite as much as in the principal cities of Italy and France. We rode for an hour and a half, surrounded and stared at by various throngs, till we reached our southern monastery, where the Archimandrite, the ecclesiastical members of the mission, &c., &c., awaited us. We have at Peking two monasteries. The southern lies in the street Dung-dsian-mi-siang and the Chinese know it under the name of Choi-t'ung-guang; to it belongs the monastery Strjetensk, &c., &c., &c."

There—that's enough. But if your readers seem interested in the subject and one will be so good as to prove that he has pronounced the last word, I shall endeavour to furnish you with some more translation.

† † †

(From the Saturday Review, Dec. 12.)

THE CAUSE OF THE PANIC.

Nothing shows so clearly the extent to which the interests of commercial nations are interwoven one with another, as the progress of a panic. Like the cholera, it ranges from one end of the globe to the other, seeming occasionally a little capricious in its visitations, but for the most part following laws at least as well understood as those which govern the march and determine the intensity of a physical epidemic. There are countries as famous for originating panics as others are for the development of infection. Other localities, again, are prepared by their commercial position and habitudes to receive the taint at the earliest moment. Some are fortunate enough to lie out of the regular track, and take the disease only in a mitigated form. For some of these variations in the time and intensity of the visitation, it is not difficult to account, while others are so puzzling as to appear to be due to occasional and accidental causes which are hidden beneath the surface of affairs. The general progress of the present disturbance is, however, intelligible enough. America had almost a prescriptive right to set the ball rolling. Her youth and her position, her expansive energies and her comparatively slender capital, her speculative temper, the laxity of her morals in money matters—and, more than all, her free banks, and her more than free press—all conduce to make commercial revulsions quite a natural production of her soil. It was a necessity, too, that the wave which originated in the United States should overflow England before reaching any other country. With so many Anglo-American houses in London, Liverpool, and Glasgow, it was hopeless to think of escaping altogether, though there have been abundance of indications that, if our own general commerce had been in as thoroughly sound a state as it was almost universally supposed to be, the American insolvencies would have produced but a slight commotion. After England, Hamburg was likely to be the next sufferer, and now that the trouble has reached that unlucky city, it has borne it even worse than we have. But there seem to have been two concurring, though independent, causes of the extreme severity with which the blow has been felt in Hamburg and Altona. The whole trade of the North of Europe has collapsed to an extent which cannot be wholly attributed to the reaction of the American pressure. There must have been some inherent rottenness in the condition of this branch of commerce, to have led to so many failures both here and in Hamburg. It almost looks as if there were two distinct centres of disturbance—one in the American, and the other in the Northern trade, mutually increasing one another, and adding to the difficulties of those countries which, like our own, had extensive connexions with both.

The comparative exemption of the non-commercial nations of Europe from the prevailing distress is only what might have been foreseen, and reflects no special credit on their peculiar modes of supervising and patronizing industrial and speculative operations. But they were out of the circle, and the only way in which the convulsion could reach them was by creating an unusually high rate of interest, and some disturbance of their foreign exchanges. Apart from any consideration of the monetary systems which prevail in the different countries which have suffered, the relations in which they stand to the localities whence the mischief sprung are enough to account for many of the deplorable results that have been witnessed. But the severity of the visitation has been far greater than it could have been had it fallen upon communities prepared by a previous course of sound and profitable business to bear up against it. Much has been made of the cessation of our usual supply of gold from America, but after all it was only a very few millions at the outside that were withheld, and this loss alone would not have sufficed to create a very extensive derangement of our money market. The amount of debts which ought to have been met by acceptances from America was no doubt much greater, and the failure of the American houses is quite enough to account for the difficulties of one class of traders among ourselves. But the mere withholding of bills which English houses would otherwise have brought into the market to discount, however ruinous to the individual merchants, would not of itself have led to the excessive demand for accommodation that has culminated in the temporary suspension of our monetary system. Unsoundness at home must have been, both here and in Hamburg, the chief element in extending the mischief beyond the immediate circle of the houses in direct connexion with the United States. However high the rate of discount might have been raised by foreign demand, there would have been no panic here had the business of our own banks and analogous institutions been conducted with reasonable prudence.

The same may probably be said of the Hamburg crash. In fact, from beginning to end, it has been in a great degree a banking affair. Loose banking in America began it. Bill-broking rashness and Scotch banking brought on the climax with us, and now the banks and discounters of Hamburg are falling one after another. The prevalence of speculative money dealings, in all three countries, destroys the value of the comparison that might otherwise have been drawn between the systems of currency adopted in America, England, and Hamburg. Notes upon a basis of securities, with little or no gold, constitute the Transatlantic currency. In Hamburg every note is a representative of so much actual bullion in deposit. We have an intermediate system. Yet none have escaped; and if we can learn nothing else from what has happened, we may be assured of this—that it is possible for the mischievous energies of speculators to derange the affairs of a country, whether its currency be governed by the wisest or the weakest regulations. It is some satisfaction to know that the root of the evil among ourselves will not be allowed to escape observation. We do not imagine that expressive legislation can be founded on any inquiry into banking practices by a Committee of the House of Commons; but it is not unlikely that the revelations to be obtained by such an inquiry might have some influence in correcting the system which has led to such fatal results. America, having been first to yield to panic, is showing now the earliest symptoms of revival. With a prudence creditable to themselves, though indirectly injurious to us, the suspended banks in New York and other States never for a moment relaxed their endeavours to prepare for a resumption of specie payments. Already they have recovered their normal stock of gold; and, to use the graceful language of the *New York Herald*, "We have Wall-street alive again—stocks going up like rockets, and speculators making money like dirt." We must beware, indeed, of relying too much on this estimable print, for it appears now to have become, by an intelligible transition, as enthusiastic in encouraging confidence as it was a month or two ago energetic and successful in creating panic. There is every appearance, however, of a decided recovery in America, which will help our own progress towards a natural condition of trade. Hamburg alone has shown no sign of improvement; but it is to be hoped that the worst has been reached, and that the steady co-operation of her citizens in their attempts to meet the panic will not long remain fruitless. The formation of a discount bank to meet the emergency is certainly a safer and more rational form of relief than the step by which we have laid the foundation for a regular series of similar misfortunes. When things shall have taken a favourable turn in Hamburg, the crisis will be everywhere over, and the trade of the world will begin a fresh career—we wish we could say with some new store of wisdom gathered from the experience of recent calamities.

Vessels Built, &c.—In 1856 there were built registered in the United Kingdom, 888 timber sailing vessels, tonnage 175,359, and 33 iron sailing vessels, tonnage 11,616; 54 timber steam vessels, tonnage 2,753, and 175 iron steam vessels, tonnage 66,466; total 1,150 vessels, tonnage 244,578, an increase of 52 vessels, and a decrease of 88,622 tons from last year. The number of Colonial-built vessels, registered in British ports was 26, tonnage 11,198, all from North American colonies. Of Foreign-built vessels the number was 57, tonnage 11,650, both showing a considerable decrease from 1855. There were 719 sailing vessels and 35 steam vessels, belonging to the United Kingdom, tonnage 195,725, wrecked in the year 1856, a large increase on the previous year; and 110 vessels were broken up, tonnage 9,499.—*Companion to the Almanack*, 1858.

Wrecks.—The number of English vessels wrecked in 1856 on or near our own coasts was 1,153, of which the tonnage was 229,936. Of these wrecks 506 took place on the east coast between Dungeness and Pentland Frith, 307 on the west coast between the Land's End and Greenock, 119 on the south coast between the Land's End and Dungeness, 155 on the Irish coast, 12 off or on the Scilly Islands, 11 at Lundy Island, 5 at the Isle of Man, and 38 at the Northern Islands, Orkney, &c. The greatest sufferers were the colliers, of which there were 314 coal laden, and 79 in ballast. The crews of the whole numbered 10,014. Of this number the lives of 2,764 were imperilled, and 521 perished; 362 were saved by life-boats, 1,184 by luggers, coast-guard boats, &c.; 407 by ships and steam-boats, 262 from shore by ropes, rockets, &c., and 28 by individual exertion.—*From "The Life Boat."*—*Ibid.*

Coal.—The total quantity of coal shipped coastways in the year 1856 was 8,882,937 tons; together with 37,296 tons of cinders, 189,843 tons of culm, and 86,335 tons of patent fuel. The total quantity exported in the same year was 5,637,587 tons of coal, 240,578 tons of cinders, 1,614 tons of culm, and 69,462 tons of patent fuel; the declared value of the whole being 2,869,230*l.* The total quantity of coal brought into London was 4,393,154 tons, of which 3,119,884 tons were seaborne, and 1,273,270 tons conveyed by rail or canal. The quantity of patent fuel brought into London was only 24,424 tons, all brought coastwise.—*Ibid.*

Copper.—In 1856 there were imported into the United Kingdom 71,678 tons 2 cwts. of copper ore; 11,124 tons 17 cwts. of regulus; 2,068 tons 17 cwts. of unwrought copper, in bricks, pigs, &c.; 1,244 tons 5 cwts. of old copper, for remanufacture; 1,744 tons, partly wrought in bars, rods, &c.; 227 tons 17 cwts. of plates and wires; and 920 tons of copper manufactures and copper-plates engraved. The far greater proportion of ore came from Cuba and Chili, but 6,069 tons came from Victoria. Of British copper the total exports amounted to 21,906 tons 3 cwts.; of foreign copper exported the total amount was 2,108 tons 4 cwts.—*Ibid.*

Lead.—In 1856 the quantity of lead imported was,—of pig and sheet lead 10,254 tons, of lead ore 705 tons, of red lead 15 tons 2 cwts., of white lead 30 tons 3 cwts., and of chromate of lead 3 tons; and there were exported of foreign, pig and sheet lead, 565 tons 19 cwts.; of British—lead ore 646 tons, of pig and rolled lead 20,868 tons, of shot 2,266 tons, of litharge 476 tons 16 cwts., of red lead 1,845 tons 15 cwts., and of white lead 2,819 tons 3 cwts.—*Ibid.*

SHANGHAE LIBRARY.

List of Books received this Mail.

1355—The correspondence of Horace Walpole, vol.
1445—Cambridge Essays for 1857.
1648—The Rona Pass, by Erick Mackenzie, 3 vols.
1657—The Fortunes of Glencore, by Charles Lever, 3 vols.
1658—Thomas de Quincey's Essay on China.
1659—The Lances of Lynwood.
1667—The Athelings, by Margaret Oliphant, 3 vols.
1675—Northern Travel, by Bayard Taylor.
1677—The Political Economy of Art, by John Ruskin.
1680—The Year Nine, by the Author of Mary Powell.
1685—The Interpreter, by G. J. Whyte Melville.
1702—Grins and Wrinkles, by J. McGrigor Allan.
1708—Fullom's The Human Mind, 3 vols.
1715—The Captivity of Two Russian Princesses, by Schamyl.
1717—The Sepoy Revolt, by Henry Mead.
1777—White Lies, by Charles Reade, 3 vols.
1788—The Three Clerks, by Anthony Trollope, 3 vols.
1797—Lady Anne Granard, by L. E. Landon—Parlour Library No. 176.
1800—Greville, by Mrs. Gore— do. 177.
1801—The Forty-five Guardsmen, by A. Dumas— do. 178.
Oliver and Boyd's Edinburgh Almanac for 1858.
The British Quarterly Review.
The Westminster Review.
The National Review.

Shanghae, March 11th, 1858.

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SHIPS OF WAR IN CHINA.

Names	Rate	Guns	Estimated complement of men	Horse-Power	Commander
British.					
Acorn	sloop	12	120		A. W. A. Hood
Actæon (survg)	frigate	26	200		Robt. Jenkins
Algerine	gun boat	2	50	80	Lieut. Chas. S. Forbes
Alligator (store)	ship				
Assistance	steamer	6		400	W. A. J. Heath
Banterer	gun boat	2	37	60	Lieut Bedford C. T. Pim
Belleisle	hospital ship	6	100		J. R. Rodd
Bittern	sloop	12	120		
Bustard	gun boat	2	50	60	Lieut F. W. Hallowes
Calcutta	flag ship	84	720		Rear Adm: Sir M. Seymour, K.C.B. Wm. K. Hall
Camilla	sloop	16	130		Geo. T. Colville
Clown	gun boat	2	37	40	Lieut W. Lee
Cormorant	se st gun vessel	6	91	200	Thos. Saumarez
Coromandel	st vessel	5	50		Lieut S. Douglas *(Calcutta)*
Cruiser	se st sloop	17	165	60	Chas. Fellowes
Dove	gun boat	2	37	60	Lieut Chas. J. Bullock
Drake	do.	2	50	40	Lieut Wm. Arthur
Elk	sloop	12	130		John F. C. Hamilton
Emperor	st yatch	4			John Ward
Esk	se st corvette	21	250	250	Sir Robt. J. Le M. McClure, Kt.
Firm	gun boat	2	37	60	R G. W Nicolas
Forester	do.	2	50	60	Lieut Arthur J. Innes
Furious	pad-whl st frig	16	230	400	Sherard Osborn
Fury	pad-whl st sl	6	165	515	C. T. Leckie
Haughty	gun boat	2	50	60	Lieut Paull
Hercules	hospital	10	25		Dr. Burn
Hesper	se st ship	2	51	120	James S. Hill
Highflyer	se st corvette	21	260	250	Chas. F. A. Shadwell
Hornet	se st sloop	17	160	60	W. McDowall
Inflexible	pad-whl st sl	6	165	378	G. A. C. Brooker
Janus	gun boat	2	37	40	Lieut W. H. Jones
Kestrel	do.	2	37	40	Lieut W. H. Rason
Lee	do.	3	50	80	Lieut Wm. Graham
Leven	do.	3	50	80	Lieut Joseph S. Hudson
Minden	store ship	4	27		Henry T. Ellis, Master Commanding
Nankin	ship	50	500		Hon. Keith Stewart
Niger	se st ship	13	230	400	Hon. Arthur A. Cochrane
Nimrod	se st gun vessel	6	110	180	Roderick Dew
Opossum	gun boat	2	50	60	Lieut Colin A. Campbell
Pique	frigate	40	350		Sir Fred. W. E. Nicolson, Bart.
Plover	gun boat	2	50	60	Lieut Wynniatt
Princess Charlotte	hospital ship	104			G. St. V. King
Sampson	pad-whl st frig	6	200	467	Geo. S. Hand
Sans-Pareil	se st ship	70	640	400	A. C. Key
Slaney	gun boat	5	50	80	Lieut Anthony H. Hoskins
Starling	do.	2	50	60	Lieut Arthur J. Villiers
Staunch	do.	2	50	60	Lieut Leveson Wildman
Surprise	se st vessel	4	91	200	Saml. G. Cresswell
Tribune	se st frigate	31	340	300	Harry E. Edgell
Volcano	pad-whl st vesl	3	51	140	J. M. Hockley, Master Commanding
Watchful	gun boat	2	37	40	Lieut James A. Whitshed
Woodcock	do.	2	37	40	Lieut Edwin J. Pollard
French.					
Avalanche	gun boat	6			Lafond
Audacieuse	frigate	50			Colville
Capricieuse	do.				Collier
Dragonne	gun boat	3			Barry
Durance	steamer	12			Thoyon
Fusée	gun boat	6			Carpigna
Lily	steamer				
Marceau	do.				de Lamotte
Metraille	gun boat	6			P. E. Beranger
Meurthe	steamer	12			M. de Chenez
Nemesis	frigate	50			Rear-Admiral R. de Genouilly Reynaud
Nisus	sloop	12			Chiery
Phlegeton	steamer	8			Leveque
Primonguet	do.	8			Veignaud
American.					
Minnesota	steamer	50			Dupont
Mississippi	steam frigate	13	300		Wm. C. Nicholson.
Portsmouth	ship	22	260		A H. Foote
San Jacinto	steamer	13	218		Commodore J. Armstrong Henry H. Bell
Portuguese.					
Amazona	lorcha	6	90		Lieut J. E. Scarnicha
Mondego	brig	20	120		Tavares
Dutch.					
Medusa	steamer	18			Fabius
Russian.					
America	steamer	6			Tschichatscheff

N.B—Corrections of errors in the above will be thankfully received by the Editor.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo	Consignees.
Mar 14	Hafis	Ha. bk	499	Hinrichsen	Batavia		Rice, &c.	Harkort and Co
.. 15	Chebucto	B. ship	408	Johnston	Singapore	Feb 1	Sundries	Turner and Co
.. 16	E.W. van Dam van Isselt	Du. bk	713	Kolm	Newport	Sept 15	Coal	Wm. Pustau and Co
.. 19	Confucius	B. ship	510	Pemler	Liverpool	Oct 12	General	Shaw, Bland and Co

DEPARTURES

From Woosung.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination	Cargo.	Despatched by
Mar 13	Surprise [H.M	se. st. v.		Cresswell	Ningpo		
.. 14	Magnet	A. ship	705	Henry	Swatow	Sundries	Nott and Co
.. 15	Asa Packer	B. bark	328	Gold	Hongkong	Re-expts.	Russell and Co
.. 15	Woodlark	B. brig	203	Taylor	Manila	Tea & Su.	A. Connolly
.. 15	John Wade	A. ship	639	Chamberlin	Hkong&Macao	Re expts.	Augustine Heard and Co
.. 16	Psyche	Du. bk	241	Waver	Hongkong	Tea&Sun.	Wm. Pustau and Co
.. 16	C. E. Tilton	A. bark	448	Priard	Swatow	Re-expts.	Wm. Pustau and Co
.. 16	Tung-yu	B. ship	1136	Taylor	London	Tea & Silk	Shaw, Bland and Co
.. 19	Black River Packet	B. bark	264	Dick	Amoy	Sundries	A. R. Tilby
.. 19	Cornubia	B. bark	459	Ellison	Swatow	do	Jardine, Matheson and Co

SHIPPING IN HARBOUR & AT WOOSUNG.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination	Intended despatch
Berengaria	Feb 9	B. bark	412	Tylerson	A. R. Tilby	Hongkong	cld 12th
Beverly	Mar 1	B. bark	462	Carter	A. R. Tilby	Swatow	Early
Carausius	Feb 14	B. ship	510	Capon	E Warden		
Chebucto	Mar 15	B. ship	408	Johnston	Turner and Co.		
Confucius	Mar 19	B. ship	510	Pemler	Shaw, Bland and Co		
Crimea	Mar 12	B. ship	478	Tuckar	Dent, Beale and Co.		
E. W. van Dam van Isselt	Mar 16	Du. bk	713	Kolm	Wm. Pustau and Co		
Edith Rose	Mar 3	A. ship	380	Nickersen	Russell and Co		
Emperor	Mar 12	A. ship	597	Tibbets	Augustine Heard and Co		
Gallant	Mar 1	B. brig	267	More	Dent, Beale and Co.	Bangkok	
Hafis	Mar 14	Ha. bk	499	Hinrichsen	Harkort and Co		
Herculean	Feb 24	B. ship	530	Bell	Dent, Beale and Co.	London	Early
Hoang Ho	Feb 13	B. ship	600	Cowell	Moncreiff, Grove and Co.	London	Early
Invincible	Feb 4	B. ship	657	Wilson	Smith, Kennedy and Co	London	22d inst.
Lady Mary Wood	Mar 9	B. str.	650	Browne	E. Warden, P. and O. Agent	Amoy&H'kong	21st inst*
Laura	Feb 27	Old. bk	500	Miesegades	Wm. Pustau and Co	Swatow	
Lord Hungerford	Feb 13	B. ship	758	Hurst	Russell and Co.	Singapore	cld 17th
Maid of Julpha	Mar 8	B. brig	196	Beauvais	A. Connolly		
Malabar	Mar 2	Ha. bk	322	Möller	Siemssen and Co	Swatow	
Masden	Aug 23	B. brig	218	Dobie	A. R. Tilby		
Meteor	Feb 28	B. str.	136	Artis	Captain		
Minna	Oct 20	A. schr	209		Capt Gough		
New Margaret	Feb 27	B. bark	411	Bovey	Gibb, Livingston and Co.	Singapore	cld 19th
Nimrod		B. bark	234		David Sassoon, Sons and Co		
Oscar	Feb 11	A. ship	648	Harding	Wetmore, Williams and Co	Chinchew	Early
Pampero	Mar 11	A. ship	1375	Coggins	Wetmore, Williams and Co.		
Prince Regent	Jan 30	B. bark	582	Thomas	A. R. Tilby	Amoy & Sing.	
Robin Hood	Feb 5	A. ship	1116	Sears	Dent, Beale and Co.		
Sancho Panza	Mar 2	A. ship	878	Bird	Order		
Scutari	Mar 3	B. ship	578	Ollard	Lindsay and Co		
Sea Star	Mar 1	B. ship	590	Livingston	Jardine, Matheson and Co	London	Early
Shamrock	Feb 14	B. str	330	O'Sullivan	Jas: Bowman and Co		
Spray of the Ocean	Feb 11	B. ship	903	Slaughter	Smith, Kennedy and Co A. R. Tilby, *Broker*	Amoy	24th inst.
Star of the East	Mar 8	B. ship	1217	Gaggs	Smith, Kennedy and Co		
Thomas A. Cole	Feb 14	B. ship	586	Adams	Jardine, Matheson and Co	Singapore	cld 17th
Thracian	Feb 20	B. ship	537	Luckes	Jardine, Matheson and Co		
Union	Jan 19	A. ship	1012	Wiley	Augustine Heard and Co	New York	Early
Virginia	Mar 11	Bre. bk	350	Franke	Wm. Pustau and Co		

* At daylight, with the Mails for Europe.

RECEIVING SHIPS—*AT WOOSUNG.*

Vessels.	Flag & Rig.	Tons	Captain.	Owners.
Ann Welsh	B. bark	341	Endicott	Augustine Heard and Co.
Ariel	B. ship	592		P. F. Cama and Co
Emily Jane	B. ship	427	Vincent	Dent, Beale and Co.
Folkstone	B. ship	406		Jardine, Matheson and Co.
Lady Hayes	B. bark	384	Baylis	Jardine, Matheson and Co.
Sea Horse	B. brig	202	Keppel	Pestonjee Framjee Cama and Co
Swallow	B. bark	313	Henderson	Lindsay and Co.
Wellington	B. bark	472	Cobb	David Sassoon, Sons and Co

ARRIVAL OF THE MAILS.

		Janu.	*Feby*	*March*	*April*	*May*	*June*	*July*	*Augt.*	*Sept.*	*Oct.*	*Nov.*	*Dec.*
1850		7	13	6	5	3 & 24	24	24	15	28	22	21	29
1851		none	1	7	2	1 & 30	24	20	17	28	31	none	1
1852		6	9	2	27	19	15	15	14	13	26	19	24
1853	Monthly	26	20	19	19	30	20	27	17	18	22	21	22
	Bi-monthly	—	—	—	19	3 & 30	none	3 & 29	none	9 & 28	none	10	20
1854	Monthly	28	25	none	11 & 26	17	22	18	17	25	27	23	none
	Bi-monthly	15	7	9	5	12	8	6	4	8 & 28	none	13	22
1855	Monthly	16	none	5	none	—	—	—	—	—	—	—	—
	Bi-monthly	16	8	11	13	5	4	2	5	4	4	8	12
1856	Monthly	11	8	19	9	7	1	3	3 & 6	7	8	13	9 & 10
	Bi-monthly	—	—	—	—	21	23	21	15	28	28	27	none
1857	Monthly	5	11	5	7	6 & 30	21	14 & 27	—	1 & 29	—	3 & 30	—
	Bi-monthly	—	2 & 23	—	2 & 25	21	—	14	12	18	28	21	—
1858	Monthly	3	16	8	—	—	—	—	—	—	—	—	—
	Bi-monthly	1 & 25		—	—	—	—	—	—	—	—	—	—

VESSELS EXPECTED.

From *London*—Excelsior, 9th Nov.; Lady McDonald, 17th do; Maury, 27th do.; Red Riding Hood, 28th do;—Dennis Hill, 23d Dec; Julia, 24th do.;—and Chrysolite, 5th Jany.
From *Liverpool*—Jubilee, 5th Dec.
From *New York*—Tartar, 22d Oct. From *Boston*—Cossack, 20th Nov.

COMPARATIVE STATEMENT *of the* EXPORT *of* TEA *and* SILK *from* SHANGHAI.

Year ending 30th June,	*Total Black*	*Total Green*	TEA *Total Pounds*	SILK *Total Bales.*
1844-45,			3,800,627	6,433
1845-46,			12,459,988	15,192
1846-47,			12,494,140	15,972
1847-48,			15,711,142	21,176
1848-49,			18,303,074	18,134
1849-50,			22,363,370	15,237
1850-51,			36,722,340	17,213
1851-52,			57,675,000	20,631
1852-53,			69,431,000	28,076
1853-54,			50,343,847	58,319
1854-55,	45,385,816	34,835,429	80,221,245	53,965
1855-56,	29,115,273	30,184,693	59,299,966	57,463
1856-57,	12,470,686	28,443,704	40,914,390	92,160

TO GREAT BRITAIN, *(direct)*, HONGKONG *and* PORTS BEYOND.					TO THE UNITED STATES.			
Year ending 30th June,	*Black Tea*	*Green Tea*	TEA *Total Lbs.*	SILK *Total Bales*	*Black Tea*	*Green Tea*	TEA *Total Lbs.*	SILK *Total Bales*
1847-48,			11,372,141	19,117	226,636	1,514,151	1,740,787	
1848-49,			12,310,363	15,915	616,257	2,370,075	2,986,332	35
1849-50,			13,867,497	13,162	1,648,829	3,974,879	5,623,708	415
1850-51,			21,687,816	15,325	3,751,899	7,316,641	11,068,540	250
1851-52,			31,225,000	20,331	3,600,000	14,400,000	18,000,000	298
1852-53,			38,664,100	24,803	2,934,700	19,965,600	22,900,300	524
1853-54,			29,856,188	55,185	3,118,200	13,584,200	16,702,400	1,074
1854-55,	39,586,059	10,428,036	50,014,095	53,965	1,154,573	22,584,308	23,738,881	
1855-56,	24,668,430	8,543,424	33,211,854	56,275	289,442	20,650,537	20,939,979	1,188
1856-57,	10,607,084	10,794,487	21,401,571	90,523	381,553	16,886,572	17,268,125	1,637

EXPORT *of* TEA *and* SILK *from* SHANGHAI, *from 1st July*, 1856, *to 30th June*, 1857,

Corrected from the Custom-House Returns.

DESTINATION.	BLACK TEA. Lbs.	GREEN TEA Lbs.	TEA. Total Lbs.	SILK Total Bales
To GREAT BRITAIN (direct),	10,607,084	10,794,487	21,401,571	54,725*
HONGKONG and PORTS BEYOND,				35,798*
AUSTRALIA,	286,144	184,576	470,720	
THE NORTH AMERICAN COLONIES,		275,026	275,026	
THE CONTINENT,	1,195,905	303,013	1,498,918	
THE UNITED STATES,	381,553	16,886,572	17,268,125	1,637
Total	12,470,686	28,443,704	40,914,390	92,160

* Includes 10,679 bales Thrown, 1,860 Coarse, and 425 Waste.

EXPORT *of* TEA *and* SILK *from* SHANGHAI *to* GREAT BRITAIN, *(direct)*,

From 1st July, 1857, *to dates.*

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	SILK *Total Bales*
Total from 1st July to 31st Dec. 1857—in 27 ships				13,737,311	2,531,486	16,268,797	25,414
Jan 10	Britannia	552	London	653,500	15,100	668,600	358
.. 15	Harkaway	898	London	734,619	296,696	1,031,315	381
.. 16	Harwood	462	London	407,502	91,325	498,827	356
Feb 2	Eliza & Hester	373	London	424,032	7,892	431,924	41
.. 12	Vanguard	626	London	604,900	139,100	744,000	28
.. 15	Anglo Saxon	700	London	635,318	217,592	852,910	631
.. 16	Mary Ann Wilson	914	London	742,179	324,594	1,066,773	857
Mar 10	Abdul Medjid	399	London	354,568	199,179	553,747	35
.. 16	Tung-yu	1136	London	982,227	401,549	1,383,776	53

EXPORT *of* TEA *and* SILK, *from* SHANGHAI *to the* UNITED STATES,

From 1st July, 1857.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	*Raw Silk.* Peculs	*Other Silk*	*Silk Piece Goods* Pieces
Total from 1st July to 31st Dec., 1857—in 9 vessels				230,416	8,467,608	8,698,024	1,172:04	5 bales 25 cases	15,475
Jan 9	Surprise	1261	New York		1,069,300	1,069,300	14:10		
.. 13	Endeavor	1137	do.		1,096,500	1,096,500			600
Feb 4	Eagle Wing	1174	do.		1,149,150	1,149,430			
.. 12	Canvass Back	731	do.		766,748	766,748	18:74		250

EXPORT *of* TEA *from* SHANGHAI *to the* NORTH AMERICAN COLONIES,

From 1st July, 1857.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds.*
Jan 30	Cambalu	456	Montreal	43,914	584,148	628,062

EXPORT *of* TEA *from* SHANGHAI *to the* SOUTH AUSTRALIAN COLONIES *(direct)*.

From 1st July, 1857.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds.*
Oct 4	Afrika	362	Sydney	262,789	54,327	317,116
.. 19	Banca	243	Melbourne *vià* Fuchau	78,173	4,376	82,549
Jan 24	Lemuella	403	Sydney			392,105

EXPORT *of* TEA *and* SILK *from* SHANGHAI *to the* CONTINENT,

From 1st July, 1857.

Sailed	Ship's Name	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	SILK *Total Bales*
Oct 25	Wynaud	521	Rotterdam *vià* Fuchau	307,471	25,186	332,657	
Nov 22	Mansart	555	Havre	324,230	96,717	420,947	98
Feb 18	Cesarowitsch	580	Cronstadt	253,172		253,172	

EXPORT *of* SILK *from* SHANGHAI COASTWISE,

From 1st July, 1857, *to dates.*

Sailed	Ship's Name.	Tons	For	SILK *Total Bales*
Total from 1st July to 31st Dec., 1857—in 20 vessels				20,679
Jan 7	Yang-tze, str.,	700	Hongkong	167
.. 8	Rémi, str.,	322	do.	360
.. 21	Lady Mary Wood, str.,	650	do.	617
.. 23	Yang-tze, str.,	700	do.	88
.. 28	Hellespont, str.,	330	do.	10
Feb 7	Formosa, str.,	750	do.	769
.. 26	Lady Mary Wood, str.,	650	do.	119
Mar 6	Formosa, str.,	450	do.	397

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